

Established February, 1845.

PRICE, \$2 PER MONTH.

Mails

CANADIAN PACIFIC LINE
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **PORT ADELAIDE**, 2,751 Tons Register, Western Australian Mail Company, Ltd., will be despatched for **VANCOUVER, B.C., and SAN FRANCISCO**, via **Kobe and Yokohama**, on **FRIDAY, the 1st June, at 3 p.m.**

To be followed by the **S.S. PARTHIAN** on the 21st June, and **S.S. ABYSSINIA** on the 12th July.

Connection will be made at Yokohama
by the Steamers from Shanghai and Japan
Port and at Vancouver by the Pacific Coast
points, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.


First-class Fare granted as follows:-
To San Francisco or Victoria, Mts. \$160.00
To San Francisco 175.00
To all common ports in Great Britain
and the United States 200.00
To Liverpool 300.00
To London 305.00
To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Royal Canadian Mounted Police.
Customs, to be obtained on application.

Consular Invoices to accompany Car-
go destined to points in the United States
should be sent to the Company's Office
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 51st May.

Goods to be sent to our Office
and should be marked to address in full
and the same will be received by us until
6 p.m. the day previous to sailing.

For information as to Passage or Freight
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 15, 1868. 80



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bill of Lading.

of Loading for **BATAVIA, TRIESTE**
HAMBURG, NEW YORK AND
BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ships
VERONA, Captain M. DE HORNE, with
Her Majesty's Mails, will be despatched
from this for LONDON direct, *via* SUEZ

CANAL and usual Ports of Call, on
SATURDAY, 2nd June, at Noon.
Cargo will be received on board until
4 p.m.
Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.
For further Particulars regarding
FREIGHT and PASSAGE, apply to the

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
Passengers desirous of insuring their baggage

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 22, 1888. 83

NORDDEUTSCHER LLOYD.
—
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN

SUEZ, PORT SAID,
BEINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICA

PORTS:
THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON, W. & A. D. BARRINGTON

N.B.—Cargo can be taken on through Bills

of Landing for the principal places in
RUSSIA.

ON WEDNESDAY, the 6th day of June

1888, at 4 p.m., the Company
Steamship **NEUKAR**, Capt. H. SUPAKA,
with **MAILS, PASSENGERS, SPECIES**
and **CARGO**, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Speed and Parcels until

p.m. on the 5th June, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office) Contents and Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & CO.

Hongkong, May 14, 1888. 70

100

by the 'Moochow' (Sansk Sino) Lake, and in spring, when the lotus-leaves float on the water in all their beauty, it is a great resort of native poets and literary celebrities. The great T'ung Kwoh-fan, after he had quelled the rebellion of the T'aijings, headed a subscription to repair and beautify this Temple. In a pavilion in it called the 'Chang-sheng' (Long Life) is a very fine portrait of Su Ch'ang-sheng, a famous Chinese scholar, who effected this pavilion as a place of study. Behind and behind a screen was another portrait of T'ung Kwoh-fan, but this one faced north. The Provincial Treasurer (Pan'fai) of Kiangsi, vexed that so great a patriot should be so long forgotten in such an undignified and unorthodox manner, had lately had the portrait of T'ung Kwoh-fan erected to the south of the 'Chang-sheng' pavilion, to contain the portrait of T'ung Kwoh-fan, which now fronts southwards in a manner worthy of a man who, although of our own time, compares with the heroes of antiquity. — Hu-pao.

The festival of the 'Chang-sheng' (Long Life) begins on the 15th day of the 4th lunar month (beginning of summer, 5th May). The weather was as cold as in January or February.

THE POSITION OF ENGLISH AND FOREIGN TIN

The tin market is in a mysterious posi-

Not only have we since the rise in cotton commenced argued that the increase in price was actually warranted, but we have also noted, and commented on the motives and actions of those who thought differently. It has been apparent for some time that a strong endeavour has been made to knock down tin. The truth of this remark has been clearly borne out this week. None can accuse us of having been, or being, unfriendly to Mr. Arthur Strauss, the real head of the Penpoll Company. Mr Strauss was the originator, among ourselves, of the tin strike.

revived. There is no doubt Mr. Strauss was conducted the system on the purest basis so far as distance lends disinclination or coalition with co-smelters who have a strong affection for a cohesion of feeling, and making of prices. Coalition among the tin smelters of the Straits certainly has not. This Journal has again and again stated that this is the only way to success, and that at this salient fact Mr. Strauss has followed his own initiative. He last October dissuaded the tin market from advancing tin beyond 165. The important fact remains, however, that tin went to 166, and that that fact is the cause of the present general belief in Cornwall that it is the general cause of the present depression of tin alone, in attempting to smash the tin market by selling forward tin at 115. We have spoken to several tin smelters on this question, but they express themselves as being in a situation of hopeless fog. They know nothing whatever, and one gentleman says that the Straits might be in sympathy with the Spanish smelters, however, is inexplicable, inasmuch as it is difficult to imagine how the Syndicate would manage by such an arrangement. There was this week a fall of more than 5s/ per ton in the average of the tin sold, and that this is due to fear of the future cannot be questioned. The consequence, however, is a general feeling of gloom, and, moreover, is a powerful body, and should be able to take care of their own. From the first we have insisted that the Straits can not be expected to maintain the supplies that have been seen of late, due to the rise in tin. Somebody or other thought may soon go to the wall. It is not a healthy sign to observe tin purchases at 115, and the market has advanced and sold by another three months at 115, and 115, and this will never and can never do. Whatever the sum total of the 'bears' may be, it has to be remembered that the present tin Syndicate is worth several millions of money—in tin; and may sacrifice over one million in order to maintain a good price for the metal.—*Mining Journal*.

This barber's is a strange profession, you seldom see one that is put at the head. An exchange publishes 'The Song of the sea man.' Of course it is sung to long meter.

It is true that doctors disagree, but they are not disagree half so much as their medicines do.

AN IMPORTANT DISCOVERY is announced the 'Paris Figaro,' of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it is sent him from a miserable existence and early grave. We learn that the Rev. Joseph Holmes, Bloombury, Massachusetts, Southbury Square, London, W.C., will add the prescription, free of charge, on receipt of a self addressed stamped envelope.

Quotations.	
HONGKONG, May 31.	
RUPEE—	
New Patna, cash, ..	462½
" " " " " " "	—
" Old ..	cash, —
" New Benares, cash, ..	460
" " " " " " "	—
" Old ..	cash, —
" New Malwa, cash, ..	580
" Allowance, Teels., ..	64
" Old Malwa, cash, ..	570 80
" Allowance, Teels., ..	24/60
" Persian, Qily, cash, 530	530
" Allowance, Teels., ..	16
" Persian, Paper tied	530/60
" Allowance, Teels., ..	18/64
Exchange.	
HONGKONG, May 31.	
London—	
Bank, Wire, ..	2/11½
" On demand, ..	2/11½
" 30 days' sight, ..	2/11½
" 4 months' sight, ..	3/0
" 6 months' sight, ..	3/0½
" 12 months' sight, ..	3/0½
Paris—	
On demand, ..	5/76
" 6 months' sight, ..	5/84
" New York—	
On demand, ..	72½
" 6 months' sight, ..	73½
" Bombay—	
On demand, ..	222½
" 6 months' sight, ..	223

Canton.....	22 1/2
Tire	22 1/2
demand	22 1/2
Shanghai.....	72 1/2
demand	72 1/2
days sight.....	64.20
Leaf, 100 fine	64.20
foreign.....	64.04 1/2

Temperature.

*Sun at Messrs Falconer & Co.'s Premises,
Queen's Road.)*

Barometer—	9 A.M.	29.85
"Do."	1 P.M.	29.81
"Do."	4 P.M.	29.78
Thermometer—	9 A.M.	83
"Do."	1 P.M.	85
"Do."	4 P.M.	83
"Do." (Wet bulb)	9 A.M.	78
"Do."	1 P.M.	80
"Do."	4 P.M.	80
"Maximum"	85
"Minimum"	80

METEOROLOGICAL REGISTER.

At P.O. DAY.

Barometer	29.74
Temperature	83
Humidity	77
Direction of Wind	how
Force	3

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 7th of June,
1888, at Noon, the Company's
S.S. *DIEMER*, Commandant VAGNER,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal ports of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on the
6th June, 1888. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Conditions and values of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, May 25, 1888.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *DIPTYCH* OF
NEW YORK will be dispatched for
San Francisco via Yokohama on
SATURDAY, the 9th. June, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, } 350.00
available for 6 months }
To Liverpool 325.00
To London 330.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in San Francisco, ad-
dressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, May 19, 1888.

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *BEIGIC* will be
despatched for San Francisco via
Yokohama, on WEDNESDAY, the 20th
June, at 3 p.m.

Connective being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and name will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, } 350.00
available for 6 months }
To Liverpool 325.00
To London 330.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, May 30, 1888.

SAILOR'S HOME.

ANY Out-of-Clothing, Books, or
Papers will be thankfully received
at the SAILOR'S HOME, West Point,
Hongkong, July 25, 1888.

Insurances.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, AGENTS for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.

Hongkong, July 15, 1887.

NORTH BRITISH & MERCHANT
INSURANCE COMPANY.

THE Undersigned, AGENTS for the above
Company, are authorized to insure
against FIRE at Current Rates.
GILMAN & Co.,
Agents.

Hongkong, January 1, 1882.

Intimations.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.
Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,
and may be had at the

OFFICE OF THIS PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH's,
And Mr. W. BURNER's.

Price, 50 Cents.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure
of each ENGLISH and FOREIGN MAIL
Steamer for Europe. Formerly the Over-
land issue was published fortnightly; but
as it was deemed of special importance that
a weekly digest of news should be prepared,
it was decided to issue it weekly. Sub-
scribers at Home, and those at the Coast
Ports and in the interior, who find the
Overland edition a convenient form of news-
paper for their personal, will welcome the
change. The *Overland China Mail*, now a
weekly compendium of news from the Far
East, contains special commercial intelli-
gence, special tables of Shipping, and other
information. The various Reports of Courts
and Meetings, and all other news, are given
in full as they appear in the Daily issue.

The attention of Advertisers is directed
to a weekly newspaper, which is circulated
among all China's hands and others, both
at home and in the Far East, who do not
take the daily journals.

The *Overland China Mail* will be regularly
posted from the China Mail Office to sub-
scribers, on their addresses being forwarded
to us.

Subscription:—
Per Annum, \$1.00
Quarterly, 0.25
Single Copy, 0.05
China Mail Office, Hongkong.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in
Two Months.
OVERLAND CHINA MAIL—for every
Weekly Mail.
CHINA MAIL—Every Day.

Orders for Printing and Book-binding
promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
2, Wyndham Street (behind the Club).

THE CHINESE MAIL.

THIS paper is now issued every day.
The subscription is fixed at Four
Dollars per annum delivered in Hong-
kong, or Ten Dollars Forty Cents in-
cluding postage to Coast ports.

It is the first Chinese Newspaper ever
issued under purely native direction.
The chief support of the paper is of course
derived from the native community,
amongst whom also are to be found the
generators and securities necessary to
place it on a business and legal footing.

The projectors, basing their estimates
upon the most reliable information from
the various Ports in China and Japan—
from Australia, California, Singapore, Pe-
nang, Saigon, and other places frequented
by the Chinese—consider themselves justified
in guaranteeing a large and ever-increasing
circulation. The advantages offered to ad-
vertisers are therefore unusually great, and
the foreign community generally will find
it to their interest to avail themselves of
them.

The field open to a paper of this descrip-
tion—conducted by native efforts, but
progressive and anti-obstructive in tone—is
almost limitless. It is on the one hand
commands Chinese belief and interest,
while on the other it deserves every aid
that can be given to it by foreigners.

Like English Journals it contains Editorials,
with Local, Shipping, and Commercial
News and Advertisements.

Subscription orders for the above may be
sent to
GEO. MURRAY BAIN,
China Mail Office.

SUMMER TIME TABLE.

THE KWOLLOON FERRY.

STEAM-LAUNCH
MORNING STAR

Runs Daily as a FERRY BOAT between
Pender's Wharf and Tsim-Tai-Toi at the
following hours:—This Time Table will
take effect from the 12th APRIL, 1888.

WEEK DAYS. SUNDAYS.
Leave H.K. Leave H.K. Leave H.K.
6.00 A.M. 7.00 A.M. 8.00 A.M. 7.00 A.M.
8.00 " 9.00 " 10.00 " 8.00 "
9.00 " 10.00 " 11.00 " 9.00 "
10.00 " 11.00 " 12.00 " 10.00 "
11.00 " 12.00 " 1.00 P.M. 11.00 "
12.00 P.M. 1.00 " 2.00 " 12.00 "
1.00 " 2.00 " 3.00 " 1.00 "
2.00 " 3.00 " 4.00 " 2.00 "
3.00 " 4.00 " 5.00 " 3.00 "
4.00 " 5.00 " 6.00 " 4.00 "
5.00 " 6.00 " 7.00 " 5.00 "
6.00 " 7.00 " 8.00 " 6.00 "
7.00 " 8.00 " 9.00 " 7.00 "

There will be no Launch on Monday
and Friday, on account of coaling.
The above Time Table will be strictly
adhered to, except under extraordinary cir-
cumstances. In case of illness of the
Launch, the notice will be given of any stoppage.

Mr. Andrew Wind,

News Agent, &c.

21, PARK ROW, NEW YORK;

is authorized to receive Subscriptions,
Advancements, &c., for the *China Mail*,
and will be given of any stoppage.

Overland China Mail and China Review

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
history and literature, has reached its
fourteenth volume. The Review discusses
those topics which are of present interest
to minds of students of the Far East, and
about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Manners and Customs, etc., etc.,
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
partment has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive Notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China, etc., and to give
critiques embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to 'Editor, China Review, care of China
Mail Office.'

The Notes and Queries are still continued
and form an important means of obtaining
from and diffusing among students know-
ledge on obscure points.

The Correspondents column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.

Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Im-
perial Customs, and Hongkong Services,
and also by the Missionary bodies amongst
whom a high degree of Chinese scholarship
is candidly cultivated. Amongst the
regular contributors are Drs. Chalmers,
Brett, Brunschwiler, and Hirth, Professor
Legge, and Messrs. Ballou, Watters, Stent,
Phillips, MacIntyre, Groot, Jamieson,
Rohr, Kopsch, Parker, Playfair, Giles,
Piton, and Taylor—all well-known names,
indicative of sound scholarship and thorough
understanding of Chinese.

This Subscription is fixed at \$5.00 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to; Address, 'Man-
ager, China Mail Office.'

OFFICES OF THE PRESS.
All our learned societies should sub-
scribe to this scholarly and enterprising Re-
view. 'Northern Christian Advocate (U.S.).'
'The China Review' has an ex-
cellent table of contents. 'Celestial Empire.'

'The Publication always contains subjects
of interest to no-journeurs in the Far East
and the present issue will hold favourable not
advantageous comparison, with preceding
numbers.' 'Celestial Empire.'

'This number contains several articles
of interest and value.' 'North-China Herald.'

'The China Review for September-October
fully maintains the high standard of
excellence which characterizes that publi-
cation, and altogether forms a most
interesting and readable number. Me-
teorologists will find an interesting and
valuable contribution by Dr. Fritzsche,
on "the Amount of Precipitation (Rain
and Snow) of Peking," showing the results
of observations made at the Imperial Rus-
sian Observatory at Peking, from 1841 to
1880. "Notes on the Dutch Occupation
of Formosa," by Mr. Geo. Phillips, contains
some interesting information, although
much of it is second-hand. The Notices of
New Books include a most generous and
appreciative review of "The Divine Classics
as usual very interesting." 'North-China
Daily News.'

'A substantial and reliable Review which
all students of China and the Chinese would
do well to patronize.' 'Chrysanthemum.'

'The November-December number of
the China Review contains less variety than
usual, but the few articles are very interest-
ing. The opening paper, by Mr. J. O. Brown,
on "The New Testament in Chinese,"
treats of a question that must neces-
sarily be of great importance in the eyes
of all missionaries. Mr. E. H. Parker's
"Short Journeys in Szechuen" are
continued, and a goodly instalment of
these travels in the interior of China is
given. Mr. P. H. Ballou contributes a
paper of some length entitled "The Em-
peror Cheng, founder of the Chinese Em-
pire," which will be read with genuine
interest by students of Chinese history.
A few short notices of New Books and
a number of Notes and Queries, one of which
"On Chinese Oaths and Western Borneo
and Java" might appropriately have been
placed under a separate heading, complete
the number.' 'H.K. Daily Press.'

'Trübner's Oriental Record contains the
following notice of the China Review:—
The present publication, judging by the
number now before us, is intended to oc-
cupy a position, as regards China and the
neighbouring countries, somewhat similar
to that which has been filled in India by the
Calcutta Review. The great degree of at-
tention that has been bestowed of late years
upon the investigation of Chinese literature,
antiquities, and social developments, to say
nothing of linguistic studies, has led to the
accumulation of important mass of infor-
mation, rendering some new channel of pub-
licity as is now provided extremely desir-
able; and contributions of much interest
may fairly be looked for from the members
of the foreign consular services, the Chinese
Customs corps, and the missionary body,
among whom a high degree of Chinese
scholarship is now assiduously cultivated,
and whose several representations in the first
number of the Review by papers highly
creditable to their respective authors.

Some translations from Chinese novels and
plays are marked by both accuracy and fresh-
ness of style; and an account of the career of
the Chinese poet-statesman of the eleventh
century, Su Tung-p'o, by Mr. E. O. Brown,
is not only historically valuable, but is also
distinguished by its literary grace. Beside
notices of new books relating to China and
the East, which will be a useful feature of
the Review, if carried out with punctuality
and detail, we are glad to notice that
"Notes and Queries" are destined to
find a place in its pages also. It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the lifetime of its prede-
cessor in the field, and that the *China Review*
may receive the support necessary to insure
its continuance.

Mr. Andrew Wind,
News Agent, &c.

21, PARK ROW, NEW YORK;

is authorized to receive Subscriptions,
Advancements, &c., for the *China Mail*,
and will be given of any stoppage.

Overland China Mail and China Review

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, denoting at

Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddars Wharf.
6. From Peddars Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Section.